



#### 4.0 ANALYSIS OF EXISTING CONDITIONS

##### 4.1 EXISTING AIRSIDE CONDITIONS

An analysis of the existing runway and taxiway indicates that the surfaces are in relatively good condition, although initial signs of distress are beginning to appear in some areas, particularly at the approach end of Runway 01 and the taxiway. Minor repairs (crack sealing) at this time will protect the pavement from accelerated deterioration due to seasonal weather and temperature changes.

The existing apron in front of terminal is in poor-fair condition with evidence of loose aggregate. The apron areas north and south of existing apron are in very poor condition. High priority should be given to paving these areas. Additional unimproved or semi-improved apron areas should be developed concurrently with the upgrading of the existing aprons. This approach will provide improved parking areas for all aircraft during periods of normal demand, and will also provide additional improved apron and tiedown areas for overflow during peak periods. An application has been submitted to the FAA as part of this study for a parking apron rehabilitation and expansion project.

##### 4.2 EXISTING LANDSIDE CONDITIONS

Existing landside facilities at Avi Suquilla Airport are adequate for current levels of activity; however, a T-hangar or sunshade facilities program should be developed to provide an adequate storage facility for based aircraft. In addition, it is recommended that formal arrangements for CFR be developed to include interagency coordination, communications, training programs and aircraft familiarization. Such a program would enhance safety and improve the Airport's utility.

###### 4.2.1 Access

Analysis of the road/highway network serving the Airport indicated adequate capacity for existing levels of activity with sufficient routing to the major population and commerce centers of the area.

#### 4.2.2 Drainage

Although flooding conditions have not been observed, some mention has been made by Airport management of occasional flooding at the approach end of Runway 01 during heavy rains. Pavement conditions at the approach end of Runway 01 tend to support the presence of occasional standing water; however, the situation is not believed to be serious at this time since the Parker area typically experiences only 3.82 inches of rain annually. Nevertheless, it is recommended that this area be closely observed to determine the nature and extent of standing water and to provide adequate warning to all aircraft using the Airport should standing water be observed. It may be necessary to either rehabilitate the longitudinal axis of the approach end of Runway 01, or implement other drainage solutions as appropriate if it is determined by observation that a drainage problem exists in this area.

#### 4.3 EXISTING AIRSPACE CONDITIONS

The only airspace limitations currently in the vicinity of Avi Suquilla Airport are the military operation areas; however, these areas do not severely limit aircraft operations in the area of the Airport. The closest military operations area is the Quail MOA which begins at 10,000 feet msl continuing upward to 18,000 feet msl.

Additional Nav aids and communication equipment to service the Airport will be addressed upon the completion of the forecast and facility requirements elements of the project. These elements will determine the appropriate kinds of navigational/approach equipment required at Avi Suquilla Airport based on the Airport's projected role in the Arizona State Airport System Plan.

##### 4.3.1 Obstruction to Air Navigation

Upon analysis of the clear zones, horizontal, conical, primary, approach and transitional surfaces for the Airport, it was determined that there were no manmade or natural obstructions that were in violation of FAR Part 77, Objects Affecting Navigable Airspace.

#### 4.4 SUMMARY OF EXISTING CONDITIONS

In general, the existing airside and landside facilities at Avi Suquilla Airport are in good condition, the only exception being the existing apron area. It is recommended that the existing apron be completely rehabilitated, and construction of additional apron and tiedown area be the first priority pursued by airport management.